

to reach their sectors of occupied Berlin. Negotiations on land access via autobahn, railroad, and barge were begun but never completed because of the deterioration of relations with the Soviet Union.

On June 11, 1948, Soviet military authorities halted Allied and German freight traffic to Berlin for two days. This was the beginning of a campaign of harassment and bullying that continued for the next two weeks. On June 18, the three Western Allies—the United States, Britain, and France—announced the establishment of a critically important currency reform that paved the way for Germany's post-war economic recovery. Soviet authorities protested the currency reform and announced that they would not participate. On June 22, following a meeting of the four occupying powers, Soviet authorities announced that they would proceed with a separate currency reform in their own zone of occupation. The Western Allies reaffirmed their intention to proceed with their planned reform.

On June 24, 1948, Soviet military authorities enforced a complete prohibition of all ground transportation to and from the western sectors of Berlin—freight and passenger by highway, railroad, and water. The following day, June 25, Soviet authorities served notice that they would not supply food to the Western occupation zones of the city. That very day, the first eight British Royal Air Force aircraft arrived in the British sector of Berlin to commence airlift operations. The Berlin airlift formally began on June 26 with 22 flights of United States C-47 aircraft carrying 80 tons of supplies from Wiesbaden in the U.S. occupation zone to Berlin's Tempelhof airfield.

Mr. Speaker, over the next 320 days—until May 12, 1949, when Soviet authorities reopened ground routes to Berlin—the United States and Great Britain carried out a massive airlift bringing in all of the food and other supplies necessary to maintain the 2.1 million people living in the Western Allied occupation zones of Berlin.

The effort was truly remarkable. By February of 1949 the U.S. Air Force and the Royal Air Force were delivering nearly 8,000 tons daily—the equivalent of 530 German rail carloads of supplies. All kinds of commodities were transported to the city in order to maintain the health and well-being of its citizens. Two-thirds of the material carried to Berlin was coal—the fuel necessary to maintain the western zones of the city. Less than one-third of the material carried to Berlin was food—slightly more than one pound per person per day, which provided the West Berliners with a nourishing, though monotonous, diet. Some 7 percent of the total goods transported were industrial raw materials, in order to maintain the economy of the city, liquid fuel, and other items.

Mr. Speaker, the cost of operating the airlift was high for all involved. West Berliners suffered to maintain their freedom. Their privation was real. Despite the airlift, food and fuel was scarce. Unemployment rose steadily throughout the period of the airlift because industries did not have sufficient fuel and raw materials to maintain their operations. The American and the British people paid an estimated \$200 million to operate the airlift over the 320 days that it functioned. Considering the massive scale of the operation, it was remarkably safe. Nevertheless, 76 people died in airlift operations, including 31 American servicemen.

The airlift was an example of one of the finest efforts of the United States military forces. The logistics requirements were extraordinary. Aircraft had to be gathered from American bases around the world, pilots had to be trained, ground crews coordinated. The Tempelhof airfield in Berlin was inadequate to the task, and it had to be expanded and rebuilt at the same time that aircraft were using the runways around the clock. Throughout this massive effort American and British military forces worked side by side.

General George C. Marshall served as our Secretary of State at the time of the Berlin Airlift, and he played a critical role in the decision to establish the airlift. Robert H. Ferrell, in his biography of General Marshall, put the importance of the Berlin Airlift in context:

The City [of Berlin] was a symbol of the division of Germany. Its continued independence . . . gave evidence of the will power of the Western nations on the whole German question and even more: if Berlin went completely to the Russians, all Germany could follow, and such a procession of calamities might collapse Western Europe.

Mr. Speaker, the Berlin Airlift was a critical event that helped to cement the friendship of the American and the German people following World War II. In 1994, then Secretary of State Warren Christopher told a German audience at the Berlin Airlift memorial at Tempelhof Airport:

Americans remember the airlift as the bridge that joined us as kindred nations, prepared to stand firm in defiance of tyranny, prepared to endure hardship in defense of liberty. This legacy outlasted the airlift, the division of Germany and, ultimately, the Cold War itself.

The Berlin Airlift was a critical step in establishing the United States response to the Soviet Union at the critical opening stage of the Cold War. President Harry S. Truman, who directed that the airlift be established when Soviet forces attempted to isolate and engulf Berlin, established the fundamental U.S. posture—a firm but measured response to efforts to extend Soviet authority.

As we look back from the perspective of half a century, Mr. Speaker, President Truman and his outstanding Secretary of State, General George C. Marshall, were responsible for setting United States policy toward the Soviet Union. That policy was followed by every President and Secretary of State—both Republican and Democratic—for the next forty years.

When we applaud the fall of the Berlin Wall and the opening of the iron curtain, Mr. Speaker, it is Harry Truman whom we must thank. He did not live to see the triumph of the wise policies that he set in place, but we as Americans are now living in a new and safer world that was shaped and largely brought about through the genius and foresight of Harry Truman and George C. Marshall.

Mr. Speaker, I invite my colleagues to join me in commemorating one of the critical events of this century—the 50th anniversary of the Berlin Airlift.

SPECIAL TRIBUTE HONORING
HEATHER ROGERS, LEGRAND
SMITH SCHOLARSHIP WINNER

HON. NICK SMITH

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 12, 1998

Mr. SMITH of Michigan. Mr. Speaker, it is with great respect for the outstanding record of excellence she has compiled in academics, leadership and community service, that I am proud to salute Heather Rogers, winner of the 1998 LeGrand Smith Scholarship. This award is made to young adults who have demonstrated that they are truly committed to playing important roles in our Nation's future.

As a winner of the LeGrand Smith Scholarship, Heather is being honored for demonstrating that same generosity of spirit, intelligence, responsible citizenship, and capacity for human service that distinguished the late LeGrand Smith of Somerset, Michigan.

Heather is an exceptional student at Deerfield High School and possesses an impressive high school record. Heather is President of the National Honor Society and Treasurer of the school yearbook. Heather also is involved with Varsity basketball, volleyball and cheerleading. Outside of school, Heather is involved with various community activities.

In special tribute, therefore, I am proud to join with her many admirers in extending my highest praise and congratulations to Heather Rogers for her selection as a winner of a LeGrand Smith Scholarship. This honor is also a testament to the parents, teachers, and others whose personal interest, strong support and active participation contributed to her success. To this remarkable young woman, I extend my most heartfelt good wishes for all her future endeavors.

CARNEGIE RECOGNIZES THE
HEROISM OF MARC MEUNIER

HON. BARNEY FRANK

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 12, 1998

Mr. FRANK of Massachusetts. Mr. Speaker, I was very pleased to receive last week a notification from the Carnegie Commission Hero Fund word that they had awarded a medal to Marc Meunier of New Bedford, Massachusetts. On March 18, 1997, Marc Meunier saved two people from drowning. Many of us Mr. Speaker, would be very proud if we were able to give assistance to fellow human beings in trouble. To not simply give assistance but save the lives of two people who were about to drown is obviously an accomplishment of enormous significance. I am very pleased that the Hero Fund extended this extremely well deserved recognition to Mr. Meunier and I ask that the description of his heroics be printed here as an example of how we human beings can act at our best.

JODI C. RODERICK

R. STEPHEN MORRISON

Plymouth, Massachusetts

MARC M. MEUNIER

New Bedford, Massachusetts

Jodi C. Roderick, Marc M. Meunier, and R. Stephen Morrison saved Leslie L. and Helene